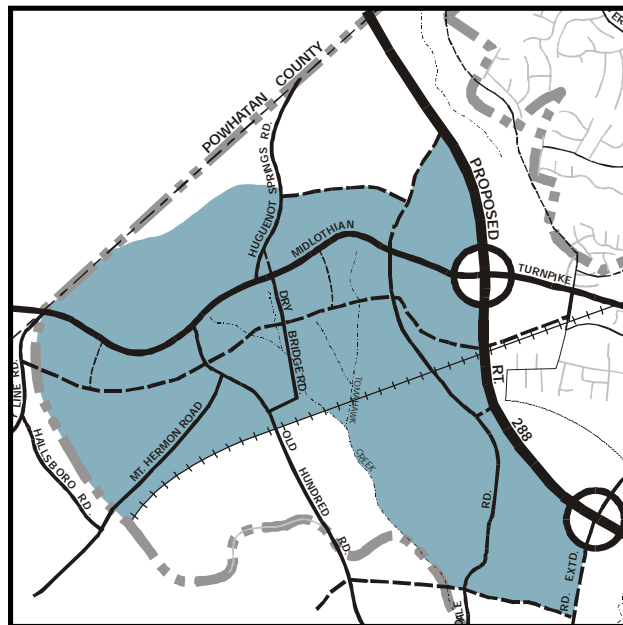


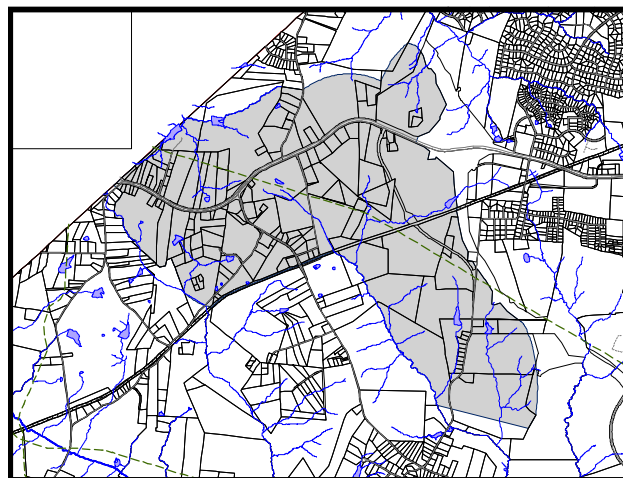
Background:

The Route 288 Corridor Plan was adopted by the Board of Supervisors in May, 1999. The area is largely undeveloped, and with the extension of Route 288, will have excellent regional access. This regional access, when combined with the amount of vacant land in the area, provides an excellent opportunity for high quality employment centers. In the past, much of the land at highway interchanges in Chesterfield County has not been used for its highest and best use. Often, this is because the land is already developed at the time of highway construction. With the development of the Route 288 corridor, the County has made a greater effort to recommend adjacent land use from Route 288's intersection with Interstate 95 to the Powhatan County line for employment center uses. The Route 288 Corridor Plan makes recommendations for land use on the last remaining segment of Route 288 within Chesterfield County.



The Regional Employment Center

The Plan recommends approximately 2500 acres for Regional Employment Center land use. The Regional Employment Center includes light industrial, office, and supporting retail uses. The goal of the Regional Employment Center is to provide opportunities for high quality economic development and jobs for Chesterfield County. To support the type of development desired in this area, the Board of Supervisors adopted additional development standards that increase the quality of development required. These standards require increased landscaping, a greater degree of architectural compatibility, and increased screening of loading and storage areas. The standards also require that heavier industrial uses will be required to meet many of the standards for light industrial uses. Requirements and standards addressed in this section supersede the emerging growth and Countywide standards. However, county-wide and emerging growth requirements not specifically addressed by this section must still be met.



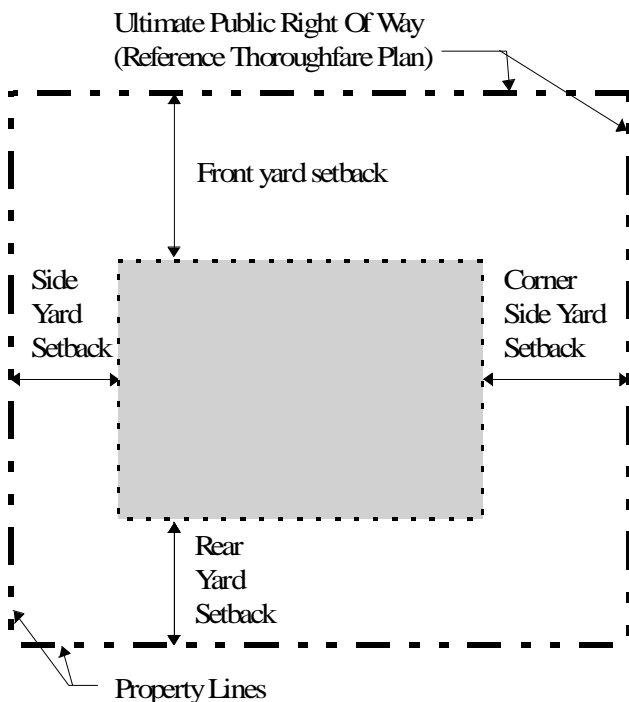
Intent:

The intent of the Employment Center District standards is to:

- enhance the development of high quality office and industrial parks.
- produce compatible land use patterns.
- create attractive developments through the use of increased landscaping and higher architectural standards.
- encourage the provision of pedestrian access through sidewalks and pedestrian ways.





Included in this section:

Setbacks and Landscaping Treatments.....	37-a.1-2
Parking.....	37-b.1
Architectural Treatment.....	37-b.1
Building Heights.....	37-b.1
Loading and Outside Storage Areas.....	37-c.1
Screening of Solid Waste Storage.....	37-c.1
Lighting.....	37-d.1
Design of BMP's.....	37-e.1



**MEASUREMENT OF SETBACKS
BUILDINGS, DRIVES, AND PARKING
AREAS IN O, I, AND C DISTRICTS**

- The terms “setbacks” and “yard requirements” are used interchangeably in the Zoning Ordinance. Buffer requirements are determined separately (reference Countywide Standards for buffer widths and associated landscaping requirements).
- Reference Countywide Standards for details of Perimeter Landscaping requirements.
- Setbacks for gas pumps and drives serving gas pumps shall be the same as for buildings and drives.

Right of Way Classification	Zoning District			Required Perimeter Landscape	
	O, C, & I1 ⁵	I2 ⁵	I3 ⁵		
Limited Access Roads					
All setbacks ¹	40'	40'	40'	A	
Permitted reductions	none	none	none	-	
Major Arterials					
All setbacks ⁴	75'	75'	90' 	I	 Building setback
			75' 		 Drives & parking setback
Permitted reductions ⁴	none	none	none	-	
Collector Roads					
Front and Corner side yards	40'	60'	90'	C	
Other Public Right of Ways					
Front and Corner side yards	25'	25'	25'	B	
All other setbacks	40'	60'	90'	A	
		40'	40'		
Permitted reductions	25'	none	none	C	
Side and Rear yards Not Abutting a Right of Way					
Standard Side Yard ²	30'	30'	30'	A*	*No landscaping required next to I-2 & I-3 only
Permitted reductions ^{2,3}	10'	10'	10'	B*	
Standard Side Yard ²	40'	40'	40'	A*	
Permitted reductions ^{2,3}	20'	20'	20'	B*	

¹Rear yard setbacks abutting limited access roads are increased one foot for every foot in building height exceeding 45'.

²Side and rear yards setbacks are increased one foot for every foot in building height exceeding 45'.

³Reduction not permitted adjacent to Residential or vacant Agricultural Districts identified for residential use in the Comprehensive Plan.

⁴See setback averaging under Countywide Standards to determine if other exceptions to standard setbacks apply.

⁵Setbacks for industrial zoned properties adjacent to residential or agricultural parcels shall be increased as follows:

I-1 All setbacks = 100'

I-2 All setbacks = 200'

I-3 All setbacks = 300'

All I-3 setbacks adjacent to O, C, or I-1 parcels shall be 200'.

Per Sec. 19-590.2 Off Street Parking

All parking areas and driveways must be paved, except where track mounted equipment is stored. The required number of spaces may be reduced by ten percent if the development includes, or is connected to, a pedestrian way system.

Per Sec. 19-590.7 Architectural Treatment

Architectural treatment of buildings, including materials, color, and style, shall be compatible with buildings located within the same project or within the same block or directly across any street. Compatibility may be



Industrial building of patterned pre-cast panels surrounded by landscaping

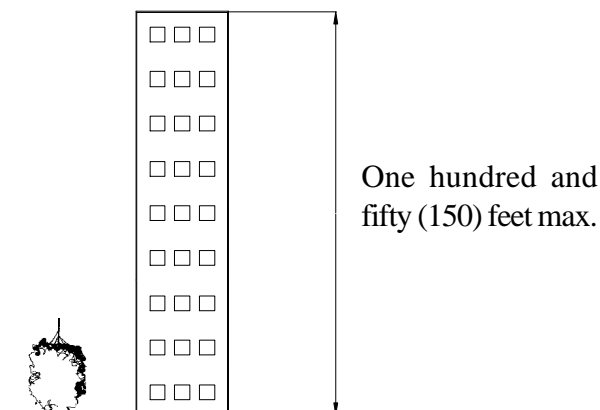
achieved through the use of similar building massing, materials, scale, color, or other architectural feature. No building exterior shall consist of architectural materials inferior in quality, appearance, or detail to any other exterior of the same building. No building exterior shall be constructed of metal or unadorned concrete block. The exterior of outbuildings shall not be constructed of inferior materials to those of the primary building, and shall be architecturally compatible with the primary building. Mechanical equipment shall be screened from adjacent property and public roads.



The Arboretum exemplifies a high quality office development

Per Sec. 19-590.8 Building Heights

Except as regulated for public safety reasons (communications and aircraft safety), the height of any building within any O or I district shall be permitted to be a maximum of 150'. All other buildings and structures are regulated per Emerging Growth Standards (sec. 19-598) and Countywide standards (19-507 and 19-507.1).



Loading and Storage Areas:**Per Sec. 19-590.5 Outdoor Storage**

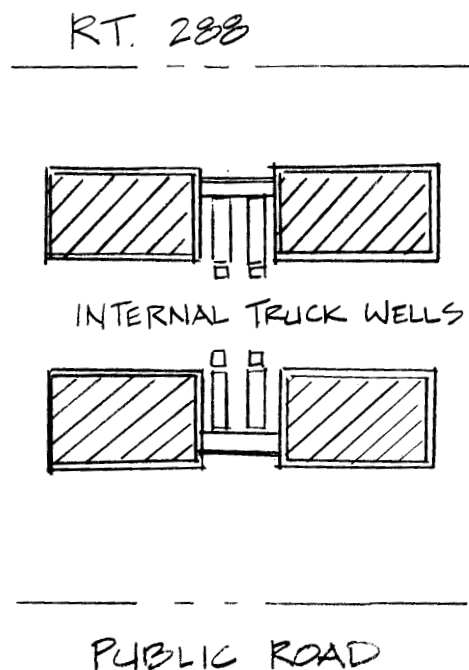
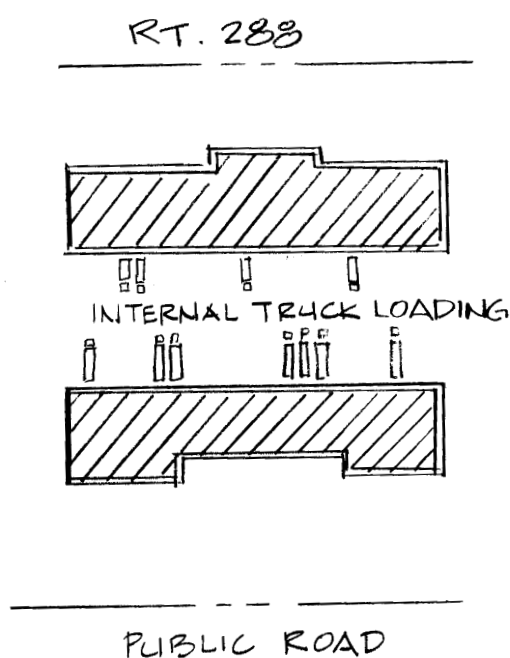
Outdoor storage, if permitted by the underlying zoning district, shall be limited as an accessory use, and shall be limited to no more than 50% of the gross floor area of the principal use. All outdoor storage must be screened from view of adjacent properties and public roads by building design or durable architectural walls. See Countywide standards for screening.

Per Sec. 19-590.6 Screening of Solid Waste Storage Areas

All solid waste storage areas shall be screened from view of adjacent property and public roads by a masonry or concrete wall which is constructed of comparable materials to, and compatible with, the principal building.

Per Sec. 19-590.9 Loading and Storage Areas

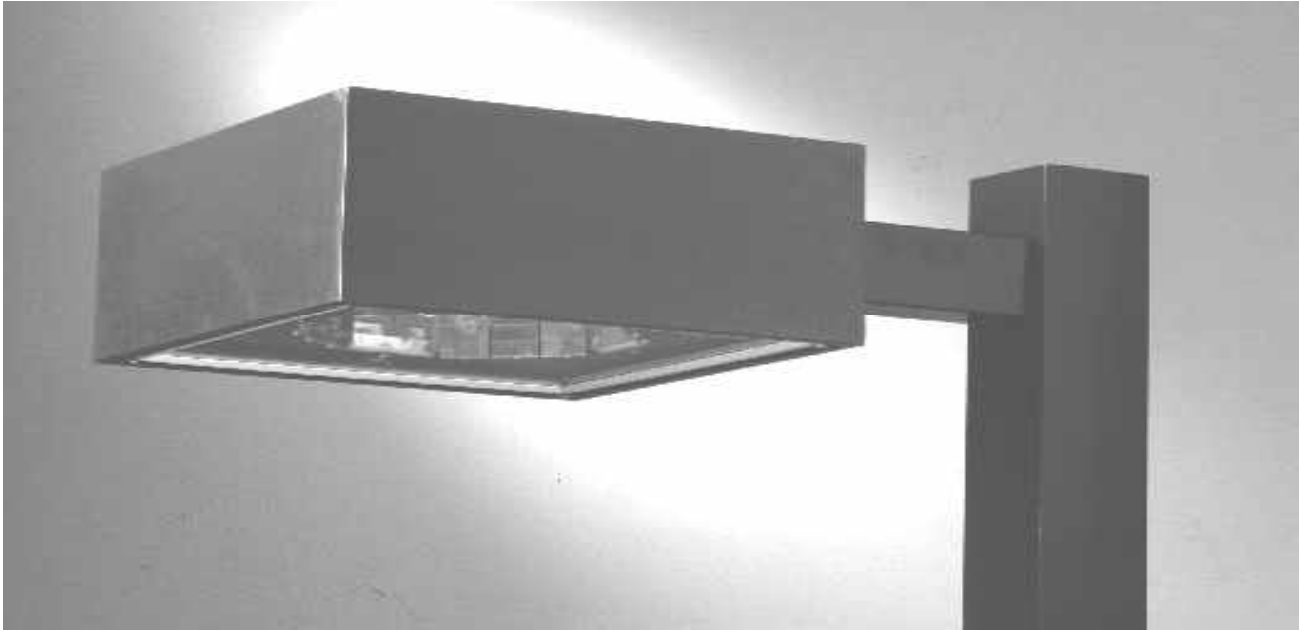
Buildings located adjacent to limited access roads (such as Route 288) shall be oriented so that all loading and storage areas are located internally on the site. See illustration.



Two possible examples of internal truck loading.

Per Sec. 19-590.4 Lighting

All street and site lighting shall be a high cut off shoe box style fixture, and there shall be lighting at all corners of intersections. Site lighting shall not exceed thirty (30) feet and be designed to minimize light spillover into residential areas.



Note: Streetlights at road intersections are requested through the County Street Light Program.

Per Sec. 19-590.10 Design of BMP's

All required BMPs shall be designed as wet ponds, and landscaped to be visual amenities. Any fencing used shall be ornamental in design. See Countywide standards beginning on page 12 of this Manual.



Stormwater basins are designed into attractive lake amenities.

